

March 12, 1984

Ad Hoc Committee for Off-Site CIA
Traffic Improvement

MEMORANDUM

TO: CIA Traffic Advisory Committee

STAT

SUBJECT: Technical Memorandum No. 2 for the CIA Expansion

In response to the Technical Memorandum prepared by Dewberry and Davis and jhk and associates, the Ad Hoc Committee (consisting of the Clearview Manor, Country Day School, Downscrest, Evermay, Langley Oaks, and Lynwood communities) unanimously supports the following outline of objectives for off-site road improvements which will impact on the surrounding communities:

1. GW Memorial Parkway should be improved to accommodate the increased traffic as a result of the expansion. A unified entrance, combining the entrances at GW Memorial Parkway and Turkey Run Farm Park Road, should be utilized, and the Visitors Center should be relocated to this unified entrance.
2. Safety at three intersections is of paramount concern. These three intersections are: (1) Route 123/Merchant Lane/Savile Lane; (2) Route 123/Potomac School Road, and (3) Route 193/Langley Fork.

Any road design should specifically address the safety requirements at these three intersections. To accommodate these requirements, we believe the following should be done as a package because they are interrelated. To the extent that one or more of the requirements cannot be accomplished within this concept, we want to know the full range of options for trade-offs that would be necessary for any parts that may be in conflict:

- o Maintain Route 123 as a four lane highway and Route 193 as a two lane highway.
- o To improve sight distance at Merchant Lane/Savile Lane (and reduce the pollution effect on the immediate communities), move the east bound lane of Route 123 north per the outline in Alternative #2 of Technical Memorandum #2.

- o Install traffic lights at Potomac School Road/Route 123 and at Route 123/Merchant Lane/Savile Lane.
 - o Langley Fork should be regraded to provide safer sight distance and Route 193 from the Beltway to Route 123 should have major road upgrades to provide better visibility, shoulder improvements, etc.
 - o All intersections should be at grade. If grade separation is required, underpasses should be constructed to avoid raising the current grade levels. There should be no flyovers. There should be no overpasses.
 - o We would prefer that the current one-way link between Route 193 and Potomac School Road be eliminated. If, however, this is not possible within the context of the above objectives, it should not, in any case, be more than a one-lane, one-way link between Route 193 and Route 123, as it currently is.
 - o There should be additional and/or improved acceleration and deceleration lanes at the intersections of Potomac School Road/Merchant Lane/Savile Lane.
3. Improvements to the Beltway at the GW Memorial Parkway interchange should provide for an exclusive lane for traffic exiting from the Parkway towards Maryland and towards Virginia.
 4. Improvements to the Beltway at the GW Memorial Parkway interchange should be accomplished to coincide with Maryland's widening of the Cabin John Bridge.
 5. There should be no overhead signs. When new alternatives are submitted for review, they should have appropriate elevation markings, proper annotations to show placement of roadway signs, lights, etc.
 6. There should be no overhead lights on any ramps (if ramps are used).
 7. Maximum use should be made of earth berms and landscaping to buffer residential areas from visual or noise impacts of grade separations and lane shifts.
 8. Any additional alternatives developed which address Routes 123/193 should be structured to accommodate the objectives above; however, we strongly advocate that one or more alternatives be structured to utilize the GW Memorial Parkway as the primary roadway for the CIA expansion.

9. If on-site parking becomes a problem for CIA employees, CIA should discourage its employees from parking off-site, support such local or state legislation and/or ordinances which may be needed to require permit parking in nearby communities, and will attempt to obtain authority and funding necessary to expand on-site parking capacity.
10. The objectives outlined herein should be incorporated into a revised regional transportation plan. This plan should be accomplished through the joint efforts of the local government, state and federal governments, and local citizens. It should incorporate the latest, up-to-date traffic data and analysis available. The plan should not delay the transportation designs and expansion plans of the CIA.

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